

Meeting Record

**MPO Officials Committee Meeting
Friday, January 21, 2005
Mayor's Conference Room
City County Building, 555 South 10th Street
Lincoln, Nebraska**

MEMBERS AND OTHERS

IN ATTENDANCE: **Members:** Mayor Seng, Larry Hudkins, Deb Schorr, Terry Werner, Monty Fredrickson

Others: Ken Svoboda, City Council; Allan Abbott, Mike Brienzo, Randy Hoskins, Karen Sieckmeyer, Public Works/Utilities, Marvin Krout, Kent Morgan, David Cary; Planning, Lou Lenzen, NDOR

Item No. 1 - Review and action on the draft minutes of the July, 29, 2004 Officials Committee Meeting.

Allan Abbott, acting as Secretary to the Officials Committee, called the meeting to order and requested a motion to approve the minutes of the July 29, 2004, meeting.

Motion carried unanimously.

Item No. 2 - Request to set Officials Committee Meeting. No discussion.

Item No. 3 - Review and action on the proposed Nebraska Department of Roads amendment to the *City of Lincoln and Lancaster County Comprehensive Plan upgrading the existing US-77 Corridor to freeway standards from Interstate 80 south to the planned South Beltway.*

Allan Abbott started out the meeting by explaining that the main purpose of this meeting is the upgrading of the US-77 Corridor to freeway standards. Abbott turned the meeting over to Monty Fredrickson with NDOR who is presenting the proposal. Fredrickson stated that the purpose of this amendment is to upgrade the classification of Highway 77 to a freeway from Interstate 80 all the way down to where the South Beltway comes in. Thus creating a loop system around the south and west part of Lincoln. The proposal, in the study, came up with interchanges at Pioneer and Warlick and closures at Rokeby Yankee Hill and Old Cheney. There are some concerns from the County regarding the closure of Old Cheney. The City Council passed the NDOR proposal at their October 11, 2004 meeting which was included in the Committee's packet with an added amendment (attached).

Commissioner Larry Hudkins passed around a proposal (attached) that the County Board is recommending as a working document. Hudkins stated that the County Board held their public hearing on December 7th. At that time, there was numerous testimonies from businesses, grain elevators, rural residents as well as residents within the City that expressed concern about future traffic patterns and the possibility of closing Yankee Hill, Rokeby, and Old Cheney Road. The majority of the concern was for Old Cheney. The proposal that Hudkins handed out had six talking points that were developed. A meeting was held with Monty Fredrickson to work through these issues. The result was a proposal that

is agreeable for everyone. Hudkins then read a statement for the record from the County Board which is the first portion of the original County proposal but was not part of the amendment.

“It is the desire of the Lancaster County Board for an overpass at US-77 and Old Cheney Road to be constructed along with the upgrading of US-77 to a freeway. The County Board supports the NDOR plans to upgrade US-77 to a freeway but before proceeding, would like to get some kind of assurance that the State’s proposal to review the need for an overpass at Old Cheney is genuine.”

“Based on discussions between the NDOR and the County Board, the following compromised language is hereby submitted for consideration by the Metropolitan Planning Organization Officials Committee.”

Commissioner Hudkins handed out the resulting County Board proposal (attached) and said he would like this addendum included on Page F111 and added to the list of proposed Studies. The proposed amendment is as follows:

- **As part of the US-77/West Beltway project, study for a potential overpass at US-77 and Old Cheney Road, Yankee Hill Road and Rokeby Road.**
- **The study to be a joint State/County/City feasibility study, including a traffic analysis, a citizen participation element, an appropriate environmental review, and will be started no later than one year prior to the contract letting of the West Bypass freeway upgrade. The study will comply with FHWA procedures for Federal Aid projects and will attempt to maintain an Old Cheney connection for 1st Street.**

This is being presented for the Officials Committee’s consideration and the County Board would be able to ratify it in the near future. The procedures were outlined on what steps would have to be taken to get this in the Comprehensive Plan. The MPO can act on this and it will be recognized by the State and the Federal Highway Administration (FHWA). The suggestion was made that this be sent back to the City Council so they are aware of this action and the County Board, if they chose to, could amend their plan.

Terry Werner wanted an idea on how much a new study might cost. His concern was obligating the City to do the cost of a new study and isn’t some of this study redundant from what has already been done. Fredrickson stated that the intent of the language is to acknowledge that the west bypass upgrade is necessary when the south beltway gets finished so these facilities can come together at the same time. NDOR has to raise quite a few dollars to get the South Beltway built so they are not going to close Old Cheney Road or do anything on the West Bypass for 5 to 10 years. Nobody knows what the southwest area is going to look like in the future. It is an acknowledgment that as things change they will be able to take another look at the area. If there are no changes; no utilities in the area; and no-one wants to develop the area, the study may be very simple. But, if development has taken place and there are different traffic patterns, it is not that hard to run the model and update the study. This can be an in-house study. It would be reviewed by the three parties involved and get consensus on whether there is anything different that needs to be done.

Abbott wanted to make sure that it said overpass and that we all understood that an overpass is a bridge. Sometime the word overpass is misconstrued to mean an interchange. The City also wants to make sure

that it is understood that we are not saying that there can't be any work done on the West Bypass, but rather the work can't be to make it a freeway. Fredrickson didn't have a problem with putting in the first sentence, second bullet, **prior to the contract letting of the West Beltway freeway upgrade.** Commissioner Hudkins and Commissioner Schorr agreed. Fredrickson mentioned that there is some work going on at the present time with some long standing options with dirt at the Pioneers intersection that will expire when the K and L is finished. NDOR's intent is to use that dirt in building the interchanges at Warlick and Pioneers. The dirt needs to be moved so NDOR may need to buy some right-of-way. There may be some activity in the next couple of years, only because the NDOR is moving dirt.

Allan Abbott said that as Public Works Director, he does not object to this amendment. He doesn't believe that Don Thomas, County Engineer, would have a problem either.

The Mayor made a motion to adopt as part of the Officials Committee's recommendations to the Comprehensive Plan, language change as shown on the Board of Commissioners, January 21, 2005, document, Larry Hudkins, Chair of the Lancaster County Board seconded. Motion carried unanimously.

Item No. 4 - Discussion and action on the addition of Planning Department Staff to MPO Technical Committee. Recommended by the MPO Technical Committee.

Mike Brienzo, brought forward the recommendation of the Technical Committee to add a Planning Department staff to the Technical Committee. This proposal was brought to the Technical Committee by the Planning Department to have the Multi-Modal Coordinator become a member of that Committee and to provide guidance on Multi-Modal issues and projects that the Planning Department is working on. This received the recommendation of the Technical Committee with a unanimous vote. According to the process, this comes to the Officials Committee for action. Your action will amend the Operations Plan and accordingly, place this staff position on the Committee.

Terry Werner made a motion to approve adding the Multi-Modal Coordinator as a member of the Technical Committee, seconded by Larry Hudkins. Motion carried unanimously.

Meeting was adjourned.

04R-228

MOTION TO AMEND NO. 1

I hereby move to amend Bill No. 04R-228 in the following manner:

1. On page 3, after line 29, insert the following:

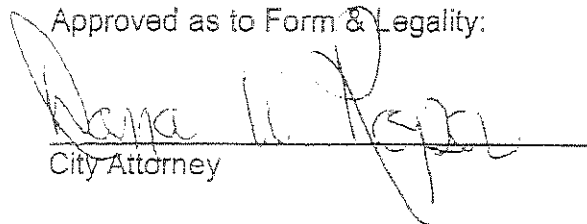
BE IT FURTHER RESOLVED, that this Comp. Plan Amendment shall in no way preclude future consideration of an overpass for Old Cheney Road over US-77 (West By-Pass), should future needs of the City of Lincoln and the County of Lancaster so justify. This Amendment shall also not absolve any government entity of its responsibility to participate in the funding of such Old Cheney overpass should one be constructed.

Introduced by:



AYES: Camp, Cook, Friendl,
McRoy, Newman, Svoboda;
NAYS: Werner.

Approved as to Form & Legality:



City Attorney

Requested by: Jon Camp

Reason for Request: To clarify future consideration of an overpass for Old Cheney over Highway 77.

ADOPTED

OCT 11 2004

BY CITY COUNCIL

Lancaster County Board Proposal on the US-77 Amendment

January 21, 2005

- It is the desire of the County Board (represented in a majority vote decision) for an overpass at US-77 and Old Cheney Road to be constructed along with the upgrading of US-77 to a freeway. The County Board supports the NDOR plans to upgrade US-77 to a freeway but before proceeding, would like to get some kind of assurance that the State's proposal to review the need for an overpass at Old Cheney is genuine.
 - The County Board would be much more at ease and agreeable if the NDOR would set a specific timeline (ie; within one year) for undertaking the proposed overpass study for US-77 at Old Cheney Road.
 - The proposed overpass study should require an Environmental Review that provides the appropriate level of detail that will lead to the approval and actual construction of an overpass at US-77 and Old Cheney Road. This resulting document will need to be a quality report that can be presented to the Federal Highway Administration for their review and approval.
 - Alternative access to Old Cheney Road may be looked at in this study. Study alternatives may include; 1) an overpass at Old Cheney Road, 2) a right-in/right-out configuration at Old Cheney Road, and 3) an interchange at Old Cheney Road. In all cases, it will be desirable to maintain the Old Cheney Road connection to 1st Street.
 - The County would propose a joint State/County/City Study that will have the potential of leading to the construction of the overpass. This will need to include a citizen participation element.
 - If this study is approved by the Federal Highway Administration, federal funding will be sought for this project.
-

LANCASTER COUNTY BOARD OF COMMISSIONERS

COUNTY-CITY BUILDING

555 South 10th Street, Room 110
Lincoln, Nebraska 68508
Phone: (402) 441-7447
Fax: (402) 441-6301
E-mail: commish@co.lancaster.ne.us

COMMISSIONERS

Bernie Heier
Larry Hudkins
Deb Schorr
Ray Stevens
Bob Workman

Chief Administrative Officer
Kerry P. Eagan

Deputy Chief Administrative Officer
Gwen Thorpe

January 21, 2005

It is the desire of the Lancaster County Board for an overpass at US-77 and Old Cheney Road to be constructed along with the upgrading of US-77 to a freeway. The County Board supports the NDOR plans to upgrade US-77 to a freeway but before proceeding, would like to get some kind of assurance that the State's proposal to review the need for an overpass at Old Cheney is genuine.

Based on discussions between the NDOR and the County Board, the following compromised language is hereby submitted for consideration by the Metropolitan Planning Organization Officials Committee:

Page F111

Add to the list of proposed Studies the following:

- As part of the US-77/West Beltway project, study for a potential overpass at US-77 and Old Cheney Road, Yankee Hill Road and Rokeby Road.
- The study to be a joint State/County/City feasibility study, including a traffic analysis, a citizen participation element, an appropriate environmental review, and will be started no later than one year prior to the contract letting of the West Beltway upgrade. The study will comply with FHWA procedures for Federal Aid projects and will attempt to maintain an Old Cheney connection for 1st Street.